IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Original): An innerliner for pneumatic tires, wherein the innerliner comprises a modified ethylene-vinyl alcohol copolymer (C) obtained by reacting 1-50 parts by weight of an epoxy compound (B) with 100 parts by weight of an ethylene-vinyl alcohol copolymer (A) having an ethylene content of 25-50 mol%.

Claim 2 (Canceled).

Claim 3 (Currently Amended): The innerliner according to claim 1 ~~or 2~~, wherein the ethylene-vinyl alcohol copolymer (A) has a degree of saponification of 90 % or more.

Claim 4 (Currently Amended): The innerliner according to claim 1 ~~or 2~~, wherein the layer of the modified ethylene-vinyl alcohol copolymer (C) has an oxygen transmission rate at 20°C and at 65 % RH of 3.0×10^{-12} $cm^3 \cdot cm/cm^2 \cdot sec \cdot cmHg$ or less.

Claim 5 (Currently Amended): The innerliner according to claim 1 ~~or 2~~, wherein the modified ethylene-vinyl alcohol copolymer (C) is crosslinked.

Claim 6 (Currently Amended): The innerliner according to claim 1 ~~or 2~~, wherein the thickness of the layer of the modified ethylene-vinyl alcohol copolymer (C) is 50 μm or less.

Claim 7 (Currently Amended): The innerliner according to claim 1 ~~or 2~~, further comprising an auxiliary layer (D) of an elastomer adjacent to the layer of the modified ethylene-vinyl alcohol copolymer (C).

Claim 8 (Original): The innerliner according to claim 7, wherein the layer of the modified ethylene-vinyl alcohol copolymer (C) is laminated with the auxiliary layer (D) through at least one adhesive layer.

Claim 9 (Original): The innerliner according to claim 7, wherein the auxiliary layer (D) has an oxygen transmission rate at 20°C and at 65 % RH of 3.0×10^{-9} $cm^3 \cdot cm/cm^2 \cdot sec \cdot cmHg$ or less.

Claim 10 (Original): The innerliner according to claim 7, wherein a butyl rubber or a halogenated butyl rubber is used in the auxiliary layer (D).

Claim 11 (Withdrawn): The innerliner according to claim 7, wherein a diene-based elastomer is used in the auxiliary layer (D).

Claim 12 (Canceled).

Claim 13 (Canceled).

Claim 14 (Original): The innerliner according to claim 7, wherein the auxiliary layer (D) has a thickness of 50-1500 μm in total.

Claim 15 (Original): A pneumatic tire comprising the innerliner according to claim 1 or 2.

Claim 16 (Original): A pneumatic tire comprising the innerliner according to claim 7.

Claim 17 (Original): A pneumatic tire comprising the innerliner according to claim 8.

Claim 18 (Original): A pneumatic tire according to claim 17, wherein in the auxiliary layer (D) is designed so that in a region from the end of each belt to a bead portion, a portion of the auxiliary layer (D) corresponding to a width of at least 30 mm in the radius direction is thicker by at least 0.2 mm than a portion of the auxiliary layer (D) corresponding to a portion of the auxiliary layer (D) under the belt.